Progress of Bhubaneswar-Cuttack Four Line Work

1494. SHRI NARENDRA PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the construction work of the Bhubaneswar-Cuttack four lane system is behind schedule; and

(b) if so, by when it is likely to be x>mpleted and the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE rRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes, Sir.

(b) it is likely to be completed by Vlarch, 2000.

The following factors have contributed o the delay:—

(i) Initial problems of utility relocation and non-availability of site, free from encumbrances, on account of stay order of Court. These problems have since been solved.

(ii) Demand of local prople for construction of extra service roads, extra under passes and median cuts.

(iii) Difficulty in obtaining embankment construction material.

(iv) Stay order by High Court led to closure of quarries resulting in non-commissioning of the crusher plants.

Financial Performance of CIWTC

1495. SHRI DIPANKAR MUKHERJEE:
SHRI ASHOK MITRA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the annual profit and loss accounts of the Central Inland Watei Transport Corporation in each of the years since 1990-91;

(b) the factors inhibiting the progress of the organisation; and

(c) the proposals currently being examined to improve the operational efficiency of the CIWTC?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Necessary details are given in Annexure [See *appendex 184, Annexure So. 47]*

(b) The main factors inhibiting the progress of the corporation are given below: (i) over staffing; (ii) high operational cost; (iii) low labour productivity; (iv) continuation of non core activities e.g. foundary *&* machine shop; (v) long turn-around time of the veslses; (vi) low operational efficiency; (vii) poor ginfrastructure support i.e. absence of high navigation facilities and terminal facilities out side Calcutta; (viii) multi union activities.

(c) M/s. A.F Ferguson Jt Company were commissioned to workout a turnaround strategy for the CIWTC. The Consultants had submitted the report indicating various options for the revival of the corporation which is under consideration of the Government.

Enhancing Road Safety in the Jurisdictions of NHAI

1496. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether National Highway Authority of India has any role in enhancing road safety in its jurisdiction;

(b) if so, the initiatives taken by National Highway Authority of India to implement safety enhancing measures;

(c) whether it is a fact that road safety has not been given priority of sufficient importance by National Highway Authority of India; and

(d) the steps Government propose to take to ensure that National Highway Authority of India give sufficient importance to road safety?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes Sir. National Highway Authority of India (NHAI) takes the responsibility for enhancing the road safety in its jurisdication.

(b) The initiative taken by NHAI is manifested in the following measures being taken for enhancing safety under its jurisdiction.

(i) A system of safety audit in the design and project preparation.

(ii) Provision of adequate traffic signs in the construction zone.

(iji) Providing properly designed signage system on the National Highways and colaborate pavement markings.

(iv) Use of advance material such as retre reflective sheeting for signs and thermoplastic paints for pavement markings for better visibility during night time and longer service.

(v) Planning and provision of rest facilities, bus bays and truck parking facilities along the National Highways.

(vi) Planning and provision for ambulance service, crane services and highway patrolling.

(vii) Planning for highway communication system through which user can seek help from the control centre during emergency.

(c) No Sir, Road safety is given full importance by NHAI.

(d) Does not arise.

Passenger Amenities At NII-5 In Andhra Pradesh

1497. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the specific details of passenger amenities, road safety features, REST AREAS, etc. provided in National Highway No.5 in West Godavari and East Godavari districts in Andhra Pradesh by NHAI;

(b) the funds earmarked for this purpose on National Highway No. 5 by the National Highway Authority of India;

(c) the funds spent for this purpose in 1997-98; and

(d) the proposals for 1998-99 for this sector?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) National Highway Authority of India has taken up the work of widening to 4-lancs from Km 3/4 to 13 and strengthening of the reach from Km 13 to 75 including construction of Eluru by pass on NH-5 in Andhra Pradesh under an ADB loan assistance. Improvement works already carried out include widening of a bridge in Km 55/4 and of a causeway in Km 68/4. There is also a proposal to provide truck laybyes at Km 49/3, bus bays at various locations and retro reflective road signs. As regards rest areas, Collector, West Godavari District has been requested to make available adequate land on NH-5.

(b) and (c) Expenditure on account of part (a) is being met by National Highway Authority of India out of the project cost during the year 1997-98 and onwards.

(d) Government of Andhra Pradesh have earmarked a sum of Rs. 5 lakhs during 1998-99 for construction of Rest Area along NH-5 in West Godawari District.